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## ADMINISTRATION FORCES IN SUPPORT OF NATIONAL DEFENSE

Mobilization Practically Assured by Representative Hay of Virginia.

Washington, Oct. 25.—Mobilization of the full strength of administration forces in support of the national defense programme apparently was assured today when Representative Hay of Virginia, chairman of the house military affairs committee, after a conference with President Wilson, announced himself in favor of the army increase plan. Senator Chamberlain, chairman of the senate military committee, already has approved the proposition to build up a regular and continental army of more than a million men in six years. Formal publication of the plans in detail will follow Senator Chamberlain's conference with the president next week. The navy \$500,000,000 five-year building programme already has been approved by both house and senate leaders.

The importance attached to Representative Hay's announcement was indicated by the fact that soon after it was made Secretary Garrison broke the silence he had maintained as to army plans ever since he received President Wilson's letter directing him to have prepared a comprehensive review of the nation's military needs and recommendations for strengthening the national defense. Mr. Garrison issued this statement:

"This will insure the best possible results. With the aid of Mr. Hay's experience and skill in formulating measures and his powerful advocacy in support thereof, success in the house is assured. I understand that Senator Chamberlain of the senate military committee takes a precisely similar attitude, so that there will be hearty cooperation and united effort all along the line. This situation should hearten and entice all those who are interested in seeing this vital subject properly considered and properly settled."

Representative Hay said he believed the necessary army bills to provide for the proposed increase of the regular establishment and the continental army and the increase of present coast defenses and building up of an adequate

## FELONIOUS ASSAULT UPON WEALTHY FATHER-IN-LAW

Thomas G. Forney of Pittsburgh Made No Defense to Charge.

Pittsburgh, Oct. 25.—Thomas G. Forney, indicted for an attack upon his father-in-law, T. Franklin Snyder, of Washington, D. C., a millionaire candy manufacturer, in a hotel here last June, today pleaded guilty to felonious assault and battery and conspiracy and made no defense to a charge of entering a building to commit a felony. He was remanded to jail and will be sentenced after H. C. Carlisle and William Ryens, also of Washington, have been tried on similar charges. George M. Henry, another of the alleged conspirators, has pleaded guilty and is in jail awaiting final disposition of the other prisoners.

Hartford, George F. Claffey, Jr., a supernumerary policeman in St. Francis hospital, was indicted for felonious assault and battery upon a patient in his right leg as the result of a peculiar accident yesterday afternoon. He carried in his pocket a revolver that slipped while running to catch a car and in some way the revolver that he carried in his pocket was discharged when he fell.

reserve of cannon, small arms and ammunition, would pass the house without serious opposition. To him will be entrusted the task of drawing up measures which are to shape a new military policy for the country. The programme mapped out by Secretary Garrison and his advisors will be the basis for the bills, but the details of the laws to enact must be prepared by the administration's legislative representatives.

Senator Chamberlain and Representative Hay were not in harmony with Secretary Garrison's proposals for the army, last year, which contemplated increases in coast artillery corps, but no general programme. Senator Chamberlain advocated a general reorganization bill, while the secretary's proposals, although in line with previous recommendations of the general staff, were in the nature of piecemeal legislation.

# GREELEY LETTER IN WESTERLY

Library Presented Valuable Collection of Autographs, With

Missive From Great Editor—Fire on Pond Street—Brakeman Injured, May Lose Sight.

John S. Coy, who was clerk in the Westerly postoffice sixty years ago, has presented the Westerly Memorial and Library Association a well-preserved album of autographs of prominent people of Westerly. The volume opens with "Write within your name, that you may be remembered." The first autograph is that of John D. Vose, written August 2, 1855. Mr. Vose died in 1882. Among the large collection are the following autographs: Robert Stoddard, Jamaica, Texas; John H. Cross, Westerly, August 9, 1855; died November, 1871; Charles D. Bradford, 1855; Thomas Perry, Charles P. Champion, 1855; Alphonso L. Whitman, died October, 1855; F. F. Felt, 1855; Samuel B. Pendleton, Niantic Bank, August 10, 1855; Horace Babcock, 1855; Simeon B. Pendleton, 1854; Charles Perry, Washington bank, 1855; and Charles Perry, Washington Trust Company, 1854; Edward M. Babcock, 1855; died 1855; George Brown, postmaster, 1855; and Charles J. Butler, postmaster, 1854; William F. Coy, 1855; Samuel Perry, 1855; Samuel B. Sagar, 1855; and J. Frank Sagar, 1854 and William Sagar, 1854; Orlando Smith, died 1861; Ethon Foster, Phoenix Bank, William C. Pendleton, Niantic Bank; E. C. Morgan, Paucattuck bank, 1855; died 1855; and J. C. Morgan, 1855; O. M. Sullivan, president Paucattuck bank; Francis Sheffield, Stonington; George Sheffield, Stonington; E. G. Barnes, 1855; Arthur W. Wallace, Paucattuck; Rouse Babcock, 1855; died 1872; Frank Edwards, agent Pierce's Minster Hotel, 1855; George M. Henry, Charles H. Babcock, Stonington; J. L. Spencer, Ashaway bank; Woodbury Arthur, 1855; Max Malinowski, E. B. Stenton, New York; Charles P. Denison, Norwich, 1856; Thomas A. Vose, 1855; J. E. Vose, 1855; Babcock, 1855; Lizzie S. Vose, R. W. Reynolds, Wyoming; E. L. William Foster, 1855; Henry C. Card, Thomas Vincent, William Stittman, Nor. May 4, 1867, June 14, 1853, age 81; H. C. Zimmerman, Mystic; E. B. Whightman, Mystic bank; Charlotte E. Maxson, Stonington; Abbie H. Hinkle, Stonington; Lucie G. York, North Stonington; Lieutenant Paul F. Nasson, camp near Warren, Va., November 18, 1862; Edwin W. French, Mystic, 1855; L. D. Rieder, Savannah, Ga., died 1882; Wallace Buckley, Jr., 1855; J. A. D. C. General Morel, Richard Waterman, captain Battery C, R. I. A. P. Martin, captain Battery C, Massachusetts; and Lieutenant Battery C, Massachusetts.

The use of the portable schoolhouse, like the one at the corner of Pleasant street and school and the other at Bradford, is growing in Rhode Island, and it is believed that many more will be built in the near future. The school buildings are of the portable type, built by the town of Westerly in 1912, and are of the same type as the one at the corner of Pleasant street and school. There was need for a room to care school committee decided to buy a large number of portable schoolhouses, two room building costing \$1,250, with an additional \$300 to erect the structure. A year later a second building was purchased, which was practically a duplicate of the first and accommodated sixty pupils. The two buildings are of the same type as the one at the corner of Pleasant street and school, being 31 feet 1-2 feet wide and 24-1-2 feet long. The buildings are of good material and are not affected by the weather conditions as the one at the corner of Pleasant street and school. There are sixteen windows on the front and rear, and one on each side of the building. The school commissioner opposes the plan of portable buildings for school purposes. North Providence has purchased a portable school house, similar to those in use in Westerly, and it is expected that Warrenville, and it is expected that Warrenville, will be removed to Lymanville.

While someone was having a telephone talk with Chief Engineer Samuel G. Cottrill, Sunday night, relative to the building of a new fire engine, and just as the chief stated that the apparatus would be of no service in case of fire outside the fire district, a fire broke out in the vicinity, and the burning barn was at a safe distance from other buildings, somebody else rang the bell. The fire was at the corner of Dayton and Pierce streets. The motor apparatus made a quick run to the burning barn, and the fire was the one that had been discussed by the chief, and the local fire engine was called.

## STONINGTON

Federal of Miss Helene V. Vargas—Foot-Fitpatrick Wedding—Atwood Machine Company Organized 50 Years.

Federal services for Miss Helene V. Vargas were held Sunday afternoon, in St. Mary's church, by Rev. J. E. O'Brien and were attended by many friends. After the funeral service, Mrs. P. D. Stanton sang Face to Face, and There is a Beautiful Land on High. Burial was in St. Mary's cemetery. The bearers being Charles Garity, William Clark, Albert Young, John Garity, Matthew T. Leary, John Shannon. There was a religious high mass for the deceased Monday morning.

Foot-Fitpatrick Marriage. Miss Margaret Fitzpatrick, daughter of Mrs. Fitzpatrick and the late Captain Fitzpatrick, of the borough, formerly of Williamstown and George Foote, of Norwich, employed in the borough, were married Monday morning in St. Mary's church by Rev. J. E. O'Brien. They were attended by Miss May Fitzpatrick and Thomas Fitzpatrick. After a breakfast at the home of the bride's mother, Mr. and Mrs. Foote started on a wedding tour by automobile. They will reside in the borough.

Stonington Pointers. The Village Improvement society has awarded to plant 500 trees in the new parklets that are a result of the removal of tracks of the New York, New Haven and Hartford Railroad company.

Flags were hoisted to the peak of the plant the day after the formation of the golden anniversary of the formation of the company. Halcyon John, the Atwood Brothers, John E. and Eugene, commenced the manufacturing of silk machinery in Williamstown, and in 1875, located in Stonington. The present Eugene Atwood, the head of the company is the son of Eugene Atwood, one of the founders of the thriving concern.

Mr. and Mrs. Albert King have returned from their wedding trip to Nova Scotia.

## A NORWICH INQUIRY

Answered By the Statement Of A Norwich Resident.

When first the long series of reports of Norwich people who have been relieved by Doan's Kidney Pills were published in the local press, great enthusiasm and interest were aroused. But Norwich is now inquiring "How are these people keeping today? How has the benefit they received withstood the test of time?" For that after all is the essential test of a cure. On this point doubt can go forever exist, for after many years, those who have been cured, emphatically declare their cures to be lasting.

A LASTING EFFECT. At a later interview, Mr. Brown said: "I still hold a high opinion of Doan's Kidney Pills and confirm the public statement I gave in their praise some years ago. Kidney trouble and I have been strangers for a long time. Price 50c. at all dealers. Don't simply take Doan's Kidney Pills—the same that Mr. Brown had. Foster-McBarn Co., Props., Buffalo, N. Y."

# LETTERS IN EVIDENCE AT NEW HAVEN DIRECTORS' TRIAL

Showing Efforts Made to Monopolize New England's Transportation Traffic.

New York, Oct. 25.—Letters to and from Charles S. Mellen, which he identified for the jury today in the trial of the eleven present and former directors of the New York, New Haven and Hartford railroad on the charge of monopolizing New England's transportation traffic, furnished written evidence of the steps taken by the New Haven road to crush its principal competitor, the New York and New England Railroad company.

The letters, dating back to 1893 and 1894, set forth the action taken by the New Haven to require the prepayment of freight charges by the New England road to route their traffic over the New Haven instead of over the New England road, which had connected with the New York and New England bridge over the Hudson river.

"Your bitterest antagonist," was the appellation given to Mellen in one letter Mr. Mellen wrote to Charles P. Clark, president of the New Haven, in discussing the question of the New England road's getting from the Jersey Central, the Reading, the Delaware Valley and the Baltimore and Ohio. Mr. Mellen was then second vice president in charge of traffic.

"Your whole intention seems to be to drive us out of business if you can," wrote H. C. Randolph, general manager of the New England road, to Mr. Mellen in protesting against the requirement for the prepayment of freight charges. This was at a time when the witnesses had previously testified the New England's finances were "on the ragged edge."

December 13, 1912, that "no railroad is bound under any existing law to make joint arrangements with other roads for the use of their tracks, unless it finds it to its interest to do so. What you attempt to do is to force us to absorb our own freight (rate) and then expect us to furnish the necessary capital to help you to keep your stockholders of their earnings. You ask us to advance to you in cash, as a condition of your giving us the right to use your tracks, and then you expect us to give you two or three weeks' credit before we can make a collection."

Randolph replied protesting that his road was being discriminated against. He was referring to the fact that the New England road was not permitted to use the New Haven tracks for its freight traffic, and that the New Haven road was not permitted to use the New England tracks for its passenger traffic.

"What that was so long ago that I don't remember," replied the witness. It is the government's contention that the rule was devised for the sole purpose of injuring the New England road, and that the New Haven officials had no other purpose in mind, the government introduced letters, apparently satirical, exchanged between Mr. Mellen and C. Peter Clark, general freight agent of the Old Colony and one of the lines the New Haven had already absorbed, connected with the New England road.

Mr. Mellen wrote that he had no doubt that Clark could "fix up a good letter" to see the New England road, and that he would send "young Palmer" to see the New England road, who will reflect our grief at the cruel situation.

Clark explained that "young Mr. Palmer" had just come to the Old Colony at a lower salary than he had been receiving at a time when he was just about to have been married. And the poor fellow has been waiting, waiting, waiting ever since. I think his mournful appearance will enable him to do ample justice to the sad side of this unfortunate business."

There was a broad smile on Mr. Mellen's face while the letters were being read, and he joined in the laughter that followed.

"There surely will be a circus when Clark gets back," wrote Mr. Mellen to a subordinate official in 1894 in regard to the business New England had been recently getting from its trunk line connections. "If there is one thing Mr. Clark's fault with it is that it is not being able to hold its own with the New England."

The New Haven, subsequent letters revealed, had a traffic arrangement with the Pennsylvania railroad for its through freight in and out of New England, and the New England road was to be the only one on condition that they should cease sending it by the New England road's rules. To this it was apparent in one letter the Pennsylvania protested, whereupon Mr. Mellen wrote to Charles P. Clark on May 25, 1894.

"This business is coming to the lines of our bitterest antagonist, the Pennsylvania is our favored connection. First, let me say, all the time, but we should not be obliged to forego business that helps us, weakens our antagonist, and does no harm to them (the Pennsylvania)."

"The business referred to," explained Mr. Mellen, "is the business of the New York, New Haven and Hartford railroad, which is the only one on condition that they should cease sending it by the New England road's rules. To this it was apparent in one letter the Pennsylvania protested, whereupon Mr. Mellen wrote to Charles P. Clark on May 25, 1894."

"This business is coming to the lines of our bitterest antagonist, the Pennsylvania is our favored connection. First, let me say, all the time, but we should not be obliged to forego business that helps us, weakens our antagonist, and does no harm to them (the Pennsylvania)."

## Children Cry for Fletcher's

# CASORIA

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Bears the Signature of

# Dr. J. C. Fletcher

## In Use For Over 30 Years

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Mr. Mellen in his testimony, "was the New England's business via the Poughkeepsie bridge. I was trying to get it transferred to our line. That was what I was paid for, and in my ignorance of the way things ought to be done that is what I did."

Subsequent letters showed that the roads mentioned agreed to give up their Poughkeepsie bridge route and to arrange for the use of the Long Island sound steamboat connections with them as well. The Reading, it appeared, was the last to give up the arrangement. Mr. Mellen wrote that he was willing to let the Reading in "as soon as it is willing to become exclusively our line into New England."

Evidence intended to support the government's charge that the New Haven caused the receivership of the New England road, through the so-called Goldsmith suit to restrain an issue of its securities, was introduced in the form of minutes of the New Haven board, adopted Dec. 1, 1892.

In these the board voted to "indemnify and save harmless any director of the company executing a guarantee in case of judicial proceedings instituted by an attorney of this company." The government charges that William Rockefeller was among the directors who procured the prosecution of the suit.

Southington.—Reports are being circulated that the New York, New Haven & Hartford Railroad company is contemplating laying a double track from New Haven to Northampton. A portion of the double track has already been double tracked.

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